

Martell's
Brandy

are known and asked for
all over the World

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
409

The China Mail

ESTABLISHED 1845.

D. C. L.
Old Tom Gin

The most reliable gin
on this market

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
409

No. 12,920

號五廿月八年四零百九千一英

HONGKONG, THURSDAY, AUGUST 25, 1904.

日五十月七年辰甲

PRICE, \$3.00 Per Month.

W H I S K Y.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, July 26, 1904. 2847

Intimations.

HONGKONG AND SHANGHAI BANK
ING CORPORATION.

THE DIVIDEND declared for the Half-
year ending 30th June last, at the
rate of ONE POUND AND TEN
SHILLINGS STERLING per Share of
\$125 is Payable on and after MONDAY,
the 22nd day of August current, at the
Office of the Corporation, where Share-
holders are requested to apply for Warrants.

By Order of the Court of Directors,
(84) J. R. M. SMITH,
Chief Manager.

Hongkong, August 20, 1904. 1634



WANTED.

TO Purchase or Hire a STEAM
LAUNCH Complete, about 45'W
long. In case of hire it would be required
for 6 days a week and rate must include for
crew and all necessary stores.
Reply stating full particulars to Office
in Charge of Works, H.M. NAVAL YARD,
Hongkong, August 23, 1904. 1649

WANTED.

IN a Solicitor's Office in Hongkong, a
Thoroughly Efficient SHORTHAND
CLERK and a TYPEWRITER (either male
or female) Salary to commence with £15
Sterling per month. Apply in writing to
"LEX,"
Care of "CHINA MAIL" Office,
Hongkong, August 19, 1904. 1629

WANTED.

A SECOND-HAND ENGLISH
BILLIARD TABLE.
Apply
Care of "CHINA MAIL" Office,
Hongkong, August 5, 1904. 1438

SITUATION WANTED.

BY a Middle-aged Gentleman who has
Thorough Experience in connection
with Customs and Mercantile Business, as
well as Office Work; speaks Mandarin,
Ningpo, Hakka and Cantonese Dialects.
Good references; no objection to Out-
ports.
For further particulars, please apply to
"T,"
Care of "CHINA MAIL" Office,
Hongkong, August 22, 1904. 1544

NOTICE.

I J. W. HAMMOND, WILL NOT BE
RESPONSIBLE for any Debt con-
tracted by my Wife Mrs ANTO HAM-
MOND.

J. W. HAMMOND,
Kowloon Godowns.

Hongkong, August 19, 1904. 1528

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cui-
sine, Beautiful Garden.

Moderate Charges.
J. W. OSBORNE,
Proprietor and Manager.

Hongkong, January 20, 1904. 135

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES

Supplied at all the leading Hotels and
Restaurants, and to be obtained from LANE,
CRAWFORD & Co., Queen's Road,
Central.

Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILERMAKERS, BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER DOCKS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS, KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain R. D. Thomas.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,200 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lomax.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 218 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willis.
s.s. NANNING, 588 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents CHINA NAVIGATION CO. LTD.

DR NEWELL WILSON.

DR WILLIAM DANELL.

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor, WATKINS BUILDING).

Hongkong, February 19, 1904. 2206

DR HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

41, QUEEN'S ROAD CENTRAL,

Entrance on Lee Yuen Street.

Hongkong, July 23, 1904. 1879

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

37, DES VUEZ ROAD CENTRAL, HONG.

From the University of Pennsylvania,

U.S.A.

Hongkong, July 23, 1904. 1328

Bovril supplies to the

body the nourishment it

requires, and makes good

the muscle, tissue and

energy spent during the

hurry and worry of the

day's work. The very

embodiment of strength

and sustenance in a digest-

ible form is Bovril.

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榮 CHEE WING & CO., 啟

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS and TEES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

BATHODORA

BATHODORA.

FOR the BATH Highly Perfumed

with LAVENDER, CRAB APPLE,

or VIOLETS, leaving a most refreshing

feeling after using in the Bath.

Try a Bottle, and you will never be

without it.

BATHODORA, \$2 per Bottle.

FROM

THE PHARMACY,

55, Queen's Road Central,

Hongkong.

A. STEVENSON, Chemist.

Hongkong, August 17, 1904. 1509

DR RAUB'S

EFFERVESCENT SALT.

FOR the LIVER and KIDNEYS, and

as a Purifier of the Blood, is unsur-

passed.

Dr RAUB'S Effervescent Salt is only to

be had at the

PHARMACY,

(at \$1.50 per Bottle)

55, Queen's Road Central,

Hongkong.

A. STEVENSON, Chemist.

Hongkong, August 17, 1904. 1509

BOARD AND RESIDENCE.

BARROW TERRACE, Kowloon.

ELEGANTLY FURNISHED ROOMS.

Apply on the premises, to

Mrs. GRUNBERG.

Hongkong, July 15, 1904. 1287

'SINGER'

is the Synonym for what is Best in

SEWING MACHINES.

SIMPLE—SPRUDY

SILENT—STRONG.

SHOWROOMS:

1, WYNDHAM STREET,

Hongkong.

Hongkong, August 20, 1904. 1283

Business Notices.

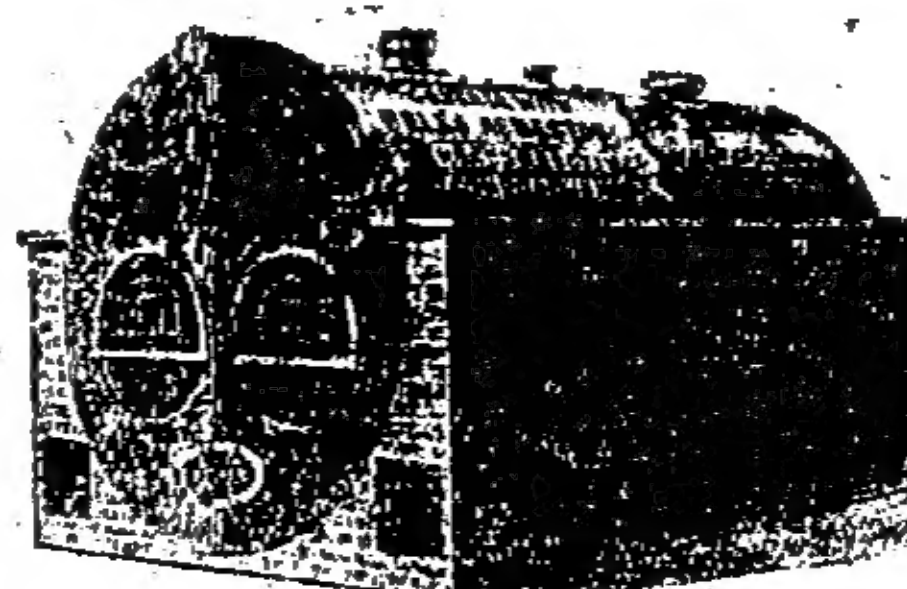
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPIES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VUEZ ROAD.

LANE CRAWFORD & CO.

FURNISHING DEPARTMENT

IVORINE and CREAM LACE CURTAINS,

4, 4½ & 5 Yards Long, from \$5.00 Per Pair.

NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.

FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
from \$4.75 each.

NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.

LANE, CRAWFORD & Co.

MARINE MOTORS AND MOTOR

LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
A SAMPLE BOAT now Open to Inspection in Hongkong Harbour.

G. C. MOXON,

5, VICTORIA BUILDINGS, QUEEN'S ROAD.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. to 5 P.M. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 5700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904. 1419

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1413

CARLTON HOUSE

10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.

COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND COUSINE A SPECIALITY.

For Terms, apply to

B. F. HOWARD, Lessee and Manager.

Hongkong, July 2, 1904. 1226

BOARD AND RESIDENCE.

ASTOR HOUSE.

(Old Government House).

166, QUEEN'S ROAD EAST.

TERMS:—\$3 per Day—\$50 per Month.

COMFORT OF VISITORS GUARANTEED.

Apply on the Premises.

Hongkong, August 9, 1904. 1400

6 & 7, ALBANY STREET, WANCHAI.

HAVE FOR SALE:

DONKEY-BOILERS, STEAM WINCHES and

WINDMILLS, DYNAMOS and ENGINES.

Hongkong, August 4, 1904. 1430

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shao-ki-wan

Road—Electric Trains pass the Doors

every few minutes.

The ONLY HOUSE on the Road.

The popular resort of the Colony, occupy-

ing a Charming Scenic Situation, and

commanding the most extensive view of the

Harbour and Kowloon Peninsula.

There is Accommodation for a few

Boarders.

GOOD SEA BATHING.

RECOMMENDED BY THE FIRST

QUALITY GOLF.

PRIVATE TIPPING and DINNERS

Prepared in First-class Style on the shortest

notice.

Dinner Parties and Parties Ordered for

JAN CHRISTIE

Proprietor and Manager.

Hongkong, August 18, 1904. 1383

Business Notices.

GREEN ISLAND CEMENT CO.,
Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory
In bags of 250 lbs net, \$3.00 per bag, ex Factory

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

MAC LAREN'S

CANADIAN CHEESE

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVERWATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
84 QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

Books for the Study of the
CHINESE LANGUAGE.
CANTONESE MADE EASY.
PART I. A Book of Simple Sen-
tences in the Cantonese Dialect,
with Free and Literal Translations,
and Directions for the Rendering
of English Grammatical Forms in
Chinese, by J. DYER BALE. 33.00
Touk Wa K'ing Tan 俗話精談
in Cantonese Colloquial; 2 Vols. 2.00
Kung Han I Yuo 溝通自語
Translation of Important Official
Letters, by W. G. LAY. 4.00
集通自語 Yu Yen Tzu Erh
Chi. A Progressive Course of
Colloquial Chinese as Spoken in
the Capital and Metropolitan
District, by Wade and Hillier.
3 Vols. 810.50 & 12.00
Manual of Chinese Quotations,
being a Translation of the Ching
Yu Kuo (成語考) With
Chinese Text, Notes, Explanations
and English and Chinese Index, by
J. H. STEWART LOCKHART. 12.00
Progressive Exercises in the Chinese
Written Language, by T. L. BULLOCK. 6.00
DRAWN MIXTURE

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1-1, SHINJUKU-CHO, TOKYO.

LONDON BRANCH: 34, LOMB STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 100, HONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama,
Yokohama, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoeki, Moji, Waka-
matsumi, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Misaki, Hakodate,
Fukuoka, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotani, Yamada, Manama,
Miyazaki, Otsu, Sasahara, Tanikawa, Yoshinotani, Yoshino, Yumoto, and other
mines.

S. MINAMI, Manager, Hongkong.

Sole Agent, May 21, 1904.

I RESTORE
STRENGTH

Thousands of men are mere pigmies of
what nature intended them, backward, over-
sensitive, fearing to venture, delicate, easily
discouraged, short of breath, weak nerved, lacking
the grit, the "sand" which is the possession of vigor-
ous manhood. They need Electricity, which is ani-
mal vitality. It is the foundation of all vigor. It is
the fuel to the engine which runs the human ma-
chine. Electricity, as I apply it, is a source of new
life to all parts of the body. My

Dr. McLaughlin's Electro-Vigor

Restores the snap, the vim and vigor of youth. Any man
who wears it can be a giant in mental and physical development. Men
who are weak, have yet pains in the back, varicose, weak
stomach, constipation, lumbago, rheumatism, enlarged prostate,
gland, or any of the results of early mistakes, excesses or over-
work. My method of applying Electricity while you sleep at
night will cure you. It fills the nerves with the fire of life.
For twenty years, I have applied Electricity as applied for the
upbuilding of manly strength, and my method of treatment, now
tried and successful, is the result of my study and experience.
Electricity is life to the weak parts and to the nerves of the body.
They cannot live without it. Get back the power and make you-
self a man among men.

COME AND TEST IT—FREE. A free test will be given to
all who can call at my office
between 9 a.m. and 6 p.m. daily, Sunday 10 to 1. In this way
I can convince you, even after everything else has failed. Call at once.

Write To-day for My Free Illustrated Book and Full Information.

Dr. McLaughlin's book is published for free distribution to those interested in the development of vigorous health in men and
women. It is profusely illustrated and describes my method of treatment and appliances.
Sent sealed, free, on request. Send for it to-day. Cut out this ad.

Dr. M. A. McLaughlin Co.,

64 QUEEN'S ROAD CENTRAL, HONGKONG.

BRANCH: Corridor of NANKING and KIANGSE

ROADS, SHANGHAI.

OFFICE HOURS: 9 A.M. TO 5 P.M.; SUNDAYS, 10 TO 1.

Intimations.

MITSU BISHI COSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. THOMPSON.
HONGKONG: H. U. JEFFRIES.
MANILA: COMANIA MARTINEZ.
YOKOHAMA: M. ANAYA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Rail-
way; Sanyo, Kishu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shimizu, Namsuta and Kami-
yama Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzon Coal from 1905.
Sole Agents for Kigio, Konatsu (Tagawa)
and Matsushima Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and
the well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904. 777

NOTICE TO MARINERS.

NOTICE IS HEREBY GIVEN THAT THE
Master of the British Steamer LYN-
CAN, reports having on the 2nd Inst.,
passed a FLOATING WRECK in Lat.
39° 24' N., Long. 120° 54' E., and on the
same day in Lat. 38° 34' N., Long. 120°
34' E., he passed a Floating Mine with pro-
jecting Prow.

A. HOLZ, Harbor Master, S.W.

Swatow, August 12, 1904. 1490

Intimations.

HONGKONG GYMKHANA CLUB.
THIRD MEETING.
POST ENTRIES will be allowed in
events Nos. 2 and 4, viz.: TENT
PEGGING and THE LADIES' NOMINA-
TION. The Entrance Fee for Tent
Pegging has been reduced from \$5 to \$3.
Geo. K. HALL BRUTON,
Hon. Sec., Gym. Com.
Hongkong, August 24, 1904. 1559

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and
BONUS of 4% per Share for the six
months ending 30th June, 1904, declared
at Monday's Ordinary Half-yearly Meeting,
will be Payable at the Premises of the
Hongkong and Shanghai Banking Cor-
poration, on and after TUESDAY, 23rd
August, and Shareholders are requested to
apply for DIVIDEND WARRANTS at the
COMPANY'S OFFICE, Queen's Build-
ings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, August 23, 1904. 1559

CHINA SUGAR REFINING CO.,
LIMITED.
NOTICE.

IN Accordance with the Provisions of
No. 121, of the Articles of Association,
the General Agents have this day declared
an INTERIM DIVIDEND of 5% for the
half-year ending 30th June, 1904, on the
PAID-UP CAPITAL.
DIVIDEND WARRANTS, payable on
MONDAY, the 29th August, will be sent to
Shareholders on application.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from 10th to 29th
Inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, August 9, 1904. 1465

HONGKONG HOTEL COMPANY,
LIMITED.
NOTICE.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held at the COMPANY'S HOTEL,
on SATURDAY, the 27th AUGUST, 1904,
at 10 o'clock, for the purpose of Receiving a
Statement of Accounts of the Company to
the 30th June, 1904, with the Report of the
Directors, and to discuss any matter that
may be competently brought before the
Meeting.
The TRANSFER BOOKS of the Com-
pany, will be CLOSED from the 21st to
the 27th August, inclusive.
By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, August 17, 1904. 1506

THE HONGKONG & KOWLOON
WHARF & GODOWN COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRA-
ORDINARY GENERAL MEET-
ING of the Hongkong & Kowloon Wharf
& Godown Company, Limited, will be held
at Messrs. JARDINE, MATHESON & Co's
Officers, Pedder Street, Victoria, Hong-
kong, on WEDNESDAY, the 31st day of
August, 1904, at 12.15 o'clock in the after-
noon, when the following resolutions will be
proposed:

1. That the Capital of the Company be
increased from \$1,000,000 to \$2,000,000 by
the creation of 10,000 new shares of \$50
each.
2. That such new shares be issued at a
premium of \$30 per share and be offered to
those persons who are registered as share-
holders of the Company on 1st October,
1904, in the proportion of one new share
for every 10 shares held by them on that
date.
3. That the amount due for the new
shares be called up on 31st December,
1904.

Dated the 16th August, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

NOTICE TO MARINERS.

No. 205 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Kiloon Lightship to be
replaced by a Gas-lighted
Lightship.

NOTICE IS HEREBY GIVEN THAT
about the beginning of October next
the present Kiloon Lightship will be re-
placed by a Gas-lighted Lightship.
The New Lightship will be of steel, 70
feet long and 23 feet beam, painted Red
with the word "Kiloon" on her sides in
White Letters.
The Light will be exhibited from a lantern
carried by an iron column, and will be
Dioptric, Group Occulting, of the Fourth
Order, showing a fixed White Light varied
by two Ellipses every 20 seconds as
follows:
Light 13 seconds.
Eclipse 2 ..
Light 4 ..
Eclipse 2 ..
And so on.
The centre of the Light will be 50 feet
above the water, and the Light should be
visible in clear weather at a distance of 11
nautical miles.
During foggy or thick weather a 10-cir-
cle fog bell will be struck 3 double blows in
each minute, the interval between the blows
of each pair being 5 seconds, and between
two successive pairs of blows 15 seconds.
If the Lightship be driven from her pro-
posed station, the usual Light will not be
shown, but a fixed Red Light will be
exhibited at each end of the vessel during
the night and a Red Flag hoisted by day.
From the 1st of September until this
change is made the fog signal on the present
Kiloon Lightship will consist of a Gong
sounded every 15 seconds.
H. G. MYHRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, August 15, 1904. 1541

Intimations.

RAINIER BEER.
"THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP."

M. J. CONNELL,

7, Beaconsfield Arcade.

SOLE AGENTS:

HONGKONG AND PHILIPPINES.

Hongkong, July 23, 1904. 1376

To Let.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.
Apply to
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, June 18, 1904. 1405

To Let.

SAVOY CHAMBERS, Kowloon, a Four-
ROOM FLAT To Let.
Apply to
ANGLO-AMERICAN STORES,
Hongkong or Kowloon.
Hongkong, June 25, 1904. 897

To Let.

GODOWN No. 6, NEW PRAYA, KEN-
NEDY TOWNS.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, July 23, 1904. 1382

To Let.

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen,
Servants' Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, August 8, 1904. 1446

To Let.

NO. 52, HOLLYWOOD ROAD. Full
View of Harbour.
WINDMILL BUILDINGS, No. 147, WAN-
CHAI ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 inclusive of
Taxes.
And others to suit various requirements.
S. A. SETH,
LAND & ESTATE BROKER,
DAIRY FARM CO.,
Hongkong, July 11, 1904. 2630

To Let.

A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.
For Particulars, apply to the Under-
signed.
C. H. GRACE,
Secretary.
Hongkong, June 2, 1904. 1410

To Let.

OFFICES in Nos. 10 and 16, DES
VOUX ROAD CENTRAL.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.
No. 1, CLIFTON GARDENS.
No. 1, RIVER TERRACE, in FLATS.
FLATS in MORRISON TERRACE, facing the
Race Course.
OFFICES, in Course of Erection, Con-
sisting of Road (near Blake Pier).
GODOWNS PRAYA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, August 18, 1904. 1409

To Let.

NO. 6, GRANVILLE AVENUE. Im-
mediate Possession—Moderate
Rent.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 1st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, August 18, 1904. 848

To Let.

STONEHAVEN, 35, Robinson Road,
Containing 6 VENTILATED ROOMS,
with Kitchen, Servants' Quarters and a
Spacious Tennis Court. Possession 1st
September.
Apply to
SAM WANG & CO., LD.
Hongkong, August 8, 1904. 1450

To Let.

NO. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, March 26, 1904. 1414

To Let.

NO. 4, ORMSBY VILLAS, Kowloon.
Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, July 20, 1904. 1408

To Let.

A LARGE OFFICE on GROUND FLOOR
of No. 2, WYNDHAM STREET. Posses-
sion 1st August, 1904.
Apply to
THE SECRETARY,
The Bowling Club, Ltd.
Hongkong, July 13, 1904. 1407

For Sale.

FOR SALE.
ONE ICE-MAKING MACHINE, with
GAS ENGINE Complete.
For Full Particulars, apply to
HUGHES & ROUGH,
8, Des Vaux Road.
Hongkong, June 27, 1904. 1410

Auctions.

THE Undersigned has received instruc-
tions to Sell by Public Auction,
on
MONDAY,
the 29th August, 1904, Commencing at
2.45 P.M., at "BANKS," MOUNT
KELLY, THE PEAK,
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.
(Particulars from Catalogue).
TERMS:—Cash on delivery.
On View from Saturday, the 27th August,
1904.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, August 23, 1904. 1532

Intimations.

ZETLAND LODGE.
No. 525, E.O.
A REGULAR MEETING OF ZETLAND
LODGE will be held at PRINCE'S
HALL, on THURSDAY, the 1st September,
at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, August 23, 1904. 1533

NOTICE.

A H. WONG, who was formerly in the
Employ of our Company as "HAR-
BOUR MAN" has now been DISMISSED.
He has now nothing to do with our
Company.
Customers, who favour us with any
Orders, are requested to send to our Office
at No. 25, PRAYA EAST, WANCHAI.
TUNG TAI TSEUNG KEE & CO.,
Engineers and Shipbuilders,
Wanchai.
Hongkong, July 28, 1904. 1372

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE

HOTEL.

Leader Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1902. 1292

MACAO AND CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.
Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 488

BOARD AND RESIDENCE.

KILLADOON.

ON North/Side of MORRISON HILL,
151, WANCHAI ROAD.—Light,
Airy and Well-furnished Double and Single
Rooms with full view of the Harbour,
With or without board.
For Terms, apply on the Premises, to
MRS. O. S. WEBB.
Hongkong, July 20, 1904. 1381

NIGHTS THAT PASS IN
THE SHIP.

A TRUE STORY BY GEORGE LYNCH.

On long journeys on ocean liners there is
ample opportunity for studying the lives of
one's fellow-passengers in the little floating
community of which one is a member for
the time being. Curious comedies and
sometimes tragedies, too, one comes across,
strange as the most imaginative fiction.
The following is a perfectly true story; no
author would have ended it as it ended in
reality. It would be curious if it should
reach the eyes of the heroine of it.

On a certain liner, once upon a time,
there was a certain Scotswoman whom we will
call "Mac." On different ships he was also
known as "Adonis" or "Beauty Mac." He
had bright red hair, light eyebrows and
eyelashes, very freckled face and hands, the
latter decorated with much red hair also, a
pug nose, and a mouth that reminded one
of a slice taken out of a melon, contributing
to make up a visage that the most good-
natured of old ladies had characterised as
"most decidedly plain," and men frankly
called ugly. When a schoolboy, his
father, a small farmer, had brought him to
the baltic and asked his advice
about the trade to which he should
put him. The baltic, after looking at the
boy's face attentively, replied, "Mac! him
a sweep or a blacksmith, mon; a sweep
or a blacksmith." The boy, however, went
away to sea, and got on well, despite his
appearance. On his second voyage he
jumped overboard and rescued a drunken
passenger. When he received his position
in the line in whose service he continued,
he saved two other lives, one, that of a
child, by jumping over in a similar manner.

For these he was awarded medals, and was
thanked by Queen Victoria in an autograph
letter. He was powerfully built, and had
been passionately fond of swimming all his
life, his father's farm being at a fishing
village on the east coast. Notwithstanding
his appearance he was rather a favourite
with ladies, owing to his pleasant good-
humoured manners. These were the days
when the officers of the ship mixed with
the passengers more than they do now.
Then there used to be tea-parties in their
cabins, and the most strict chaperons would
always trust their charges to old Mac.

On a certain voyage there was a very
beautiful girl travelling with her mother,
originally rich, as they occupied the best
suite of cabins on the ship. They had
only been two days out when Mac saved
his fourth life by jumping after a stoker
who had dropped overboard. He was con-
fined to his cabin for two days afterwards.
The fact was that when he and the man he
was supporting had been picked up by one
of the ship's boats and when he returned to
his cabin he was seized with a fit, a very
violent one, of an epileptic nature. The
ship's doctor was greatly alarmed, and
thought it right to warn him that if he
were to get another one like it the result
would be fatal. This news weighed on
Mac's mind terribly. Miss X, and her
mother were amongst the first to congrat-
ulate him when he appeared on deck again,
and their intimacy increased. An only
child, an heiress in her own right, she al-
ways had a pretty good share of her own
way; but her mother did not see the small-
est risk in Mac, and was rather relieved
than otherwise when she saw her daughter
preferring his company to that of many
other, very obvious admirers amongst the
male passengers. So it came to pass that
every day he was not on duty first the
mother and daughter had tea in his cabin, and
then, when the old lady preferred to re-
main on deck, Miss X went alone.

On one of these days he told her about
what was weighing on his mind—of the fit
he had had, and the fear that was on him
of another coming. He told her of his
family—how, when his father died, the
farm had been sold; how his younger bro-
ther had gone in for medicine, and after
managing with considerable saving and
economy to get his degree, had gone out to
the East to a place where he himself had
seen that there was a good opening. He
soon hoped to be able to bring his mother
and two sisters out there also, which would
give him the chance of seeing them some-
times. It never entered the thick red head
of old Mac that all this feeling of sympathy,
admiration and pity were descending into
the one great absorbing thought of his
life. Mac had never had a girl in love with
him; he would have laughed as much as
any of his mates at the idea of such a thing
being possible. Not a week after he had
made her his confidante they were both
sitting in his cabin at tea-time when, with-
out a woman's warning, he felt back in-
sensible in a fit. Horrified beyond measure,
she did not lose her head but seemed to
rise above her usual self in face of the
emergency. He had been sitting on the
edge of the bed and fell back on it. She
quickly tore open his white tunic,
found a paperknife between his teeth,
and began lashing his head with cold
water. Then, shutting the door after
her, she ran to the doctor's cabin, and
was lucky in finding him there reading
in his bunk. In a few words she told
him the facts, and made him promise
to tell her one either of Mac's having had a
fit or of what she had done. When the
doctor reached the cabin he found Mac
covered up in bed, the fit now badly over.
The girl went to her cabin, and afterwards
joined her mother above. It was two hours
before the doctor appeared on deck to find
her pacing up and down. She had in the
meantime sent away each of three men who
had attempted to join her in her solitary
walk with what is vulgarly described as a
"fit" in his ear. The doctor was able to tell
her that Mac was all right again, but
weak.

The following day he came on deck and
greeted her and her mother just as usual,
but, although he walked up and down with
her, he made no allusion to the event of
the previous afternoon. When she spoke
to the doctor afterwards, he said that Mac
had recovered his appearance quite com-
pletely about the whole thing, and seemed to have

no remembrance that any one had been with him when he was seized.

She continued to be as much in Mac's company as ever, perhaps rather more, but even the gossip of the ship, and ships are very gossipy places, thought nothing of that strange intimacy. "Mac," the impossible name, was always considered. In the days before the end of the journey the girl appeared to have confided to her mother what she could not make plain to the man who loved. Possibly terrified eyes—cajoled by her imperious and spoiled daughter, or, perhaps, taking a clear-sighted view of the position, the old lady was most gracious to Mac, but, when she threw out hospitable hints of not seeing the last of him at the end of the voyage, Mac did not respond as she had expected. At last the voyage ended—the ship was alongside the wharf. Mac, who had been on duty during the night, was not even on deck to say good-bye. She delayed leaving until most of the passengers had gone down the gangway. The special steamer mail train was waiting at the platform on the other side of the landing-place. She ran down to her cabin and knocked. He had just finished dressing. She said she had just come to say good-bye. She said that he would never write to her, as she would not call on him for a reply. They shook hands; she hesitated for a moment, then threw her arms round his neck, kissed him on the lips, and was gone.

Later in the afternoon the ship's officers were gathered in the smoking-room having a drink and talking about the voyage and the passengers. After several of them had had their say Mac blurted out, "I bet none of you fellows had such a good-bye as I had. Did any of these girls who have been talking of throwing their arms around you and kissing you?" Derivative laughter arose, yet Mac persisted. "I tell you the truth," the doctor, who was completely flustered and utterly disconcerted and dumfounded at first, making some excuse, got him outside the door, and, taking him by the arm, walked him along the deck, and in pretty strong language, referring to his appalling cross-headed stupidity, told him what he should have said for himself. At first Mac appeared to think the doctor was trying to "pull his leg," as he expressed it, but when the little doctor gave him the particulars about his second fit the truth began to dawn on him with startling impressiveness. Rather overwhelmed, he went down to think it all over with the help of a short stubby pipe that was his almost inseparable companion.

The following day he was a wiser but sadder man. He had not even had his dress. What was he to do? His friend the doctor, whom he consulted, advised him to advertise, but this method did not appeal to him, anyhow, he put it off. On the journey out a letter was waiting for him at Marseilles from her, a kindly friendly letter talking much about the voyage and much about himself and his prospects, and hoping he would soon be able to bring out his mother and sister. She appeared to have forgotten the detail of all he had told her, but there was no address—only the London postmark on the envelope. At Port Said there was a still longer letter, which came overland, by Brindisi. She said she would not be able to overtake him with a letter until a week after the end of his voyage, but he would get another from her then, and several on his way back. This time there was no address either, but the postmark was from a little town in Scotland. Mac was much moved by these. His comrades said he had become moody and "stumpy."

Off the island of Perin, near the southern end of the Red Sea, one evening a lesser stoker fell overboard. Mac was on the bridge at the time and saw the accident. He jumped overboard for the fifth time after a drowning man. The sea was glassy calm. It was a much easier task than several of those he had successfully performed before. When he rose and shook the water from his curly hair he struck out with his powerful strokes. He was within twenty yards behind the ship when those watching saw one of his arms fly straight up—at the same instant in a swooping curve the back of a shark appeared for a second next to it on the surface. The water swirled in the wake of the steamer, now stopped and began to reverse, but on sign of Mac again appeared. A week after, at the end of the journey, a letter came for him, and one at each end of the three ports on the way back. The last I heard was that letters were still coming, as if the movements of the ship were being carefully followed, because I heard of one having arrived even after the ship had been changed to another route. I don't know how long these continued. They may be coming still for all I know. One or two were opened, but there was no address. Perhaps by some queer chance the publication of this may tell the writer of the end of "poor old Mac."—Home paper, June 23rd.

CARBONIC ACID
in iron drums
ALWAYS IN STOCK AT MODERATE PRICES.
Special Arrangements for Season-Contracts.
GROSSMANN & Co.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
Safest and most Gentle Medicine for Infants, Children, Delicate Females and the Sickening of Pregnancy.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

Day	STEAMER	DESTINATION	MAIL	DEPART	DUPLICATE
Aug. 27	P. & O. Coromandel	London	Sept. 26	Oct. 3	
Sept. 6	M. M. Polynesian	Marseilles	Oct. 5	" 16	
" 10	P. & O. Chusan	London	" 9	" 16	
" 14	G. M. S. Guelph	Hamburg	" 15	" 23	
" 20	M. M. Ernest	Marseilles	" 19	" 30	
" 24	P. & O. Nubia	London	" 23	" 30	
" 28	G. M. S. Bayern	Bremen	" 27	" 1	
" 31	P. & O. Australia	Marseilles	" 30	" 6	
" 4	P. & O. Hongkong	London	" 3	" 13	
" 8	G. M. S. Sachsen	Hamburg	" 7	" 22	
" 12	P. & O. Coromandel	Marseilles	" 11	" 18	
" 16	M. M. M.	London	" 15	" 22	
" 20	P. & O. Zeyher	Bremen	" 19	" 26	
" 24	G. M. S. M.	Marseilles	" 23	" 29	
" 28	P. & O. Malta	London	" 27	" 4	
" 31	G. M. S. Prince Alice	Hamburg	" 30	" 20	

AMERICAN MAIL.

Day	STEAMER	DESTINATION	MAIL	DEPART	DUPLICATE
Aug. 31	N. P. L. Shawmut	Tacoma	" 30	" 30	
Sept. 1	P. M. S. Mongolia	San Francisco	" 31	" 31	
" 14	P. & A. Aragonia	Portland, O.	Oct. 1	" 1	
" 15	P. M. S. China	San Francisco	" 1	" 1	
" 27	P. M. S. Doric	San Francisco	" 14	" 14	
Oct. 1	N. P. L. Tremont	San Francisco	" 25	" 25	
" 8	P. M. S. Siberia	Portland, O.	Nov. 5	" 5	
" 14	P. & A. Nomenta	San Francisco	" 11	" 11	
" 20	P. M. S. Coptic	San Francisco	" 17	" 17	
Nov. 1	do	Korea	do.	" 18	
" 20	do	Gaelic	do.	" 18	
" 22	do	Mongolia	do.	" 20	
Dec. 3	do	China	do.	" 31	
" 15	do	Doric	do.	" 1906	
" 27	do	Siberia	do.	" 13	
1906	do	Coptic	do.	" 24	
Jan. 7	do	Korea	do.	Feb. 4	
" 19	do	Gaelic	do.	" 17	
" 31	do	Mongolia	do.	" 28	
Feb. 11	do	China	do.	" 28	

CANADIAN MAIL.

Day	STEAMER	DESTINATION	MAIL	DEPART	DUPLICATE
Sept. 21	O. P. R. Empress of Japan	Vancouver	Oct. 12	" 29	
Oct. 12	do	Athenian	do.	" 29	
Oct. 19	do	Empress of China	do.	" 26	
Nov. 2	do	Tartar	do.	" 9	
" 16	do	Empress of India	do.	" 9	
Dec. 14	do	Empress of Japan	do.	Jan. 5	
" 28	do	Athenian	do.	" 21	
1905	do	Empress of China	do.	Feb. 2	
Jan. 11	do	Tartar	do.	" 13	
" 25	do	Empress of India	do.	" 13	
Feb. 8	do	Empress of India	do.	" 13	

AUSTRALIAN MAIL.

Day	STEAMER	DESTINATION	MAIL	DEPART	DUPLICATE
Sept. 13	O. N. Changsha	Sydney	Oct. 2	" 8	
" 17	E. & A. Eastern	do.	" 23	" 23	
" 30	O. N. Chingtu	do.	" 7	" 7	
Oct. 15	E. & A. Australian	do.	" 7	" 7	
Oct. 25	O. N. Taiyuan	do.	" 9	" 9	
Nov. 16	E. & A. Empiro	do.	" 16	" 16	
" 16	E. & A. Empiro	do.	" 16	" 16	
Dec. 14	E. & A. Eastern	do.	" 14	" 14	
" 28	O. N. Chingtu	do.	" 28	" 28	
Jan. 11	E. & A. Australian	do.	" 11	" 11	
" 20	O. N. Taiyuan	do.	" 20	" 20	
Feb. 8	E. & A. Empiro	do.	" 8	" 8	
" 11	O. N. Taiyuan	do.	" 11	" 11	
Mar. 8	E. & A. Eastern	do.	" 8	" 8	
Apr. 16	E. & A. Australian	do.	" 16	" 16	
May 3	E. & A. Empiro	do.	" 3	" 3	

GRIMAUD'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed. Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAUD & Co., Paris, sold by all Chemists.
For Sale by A. S. Watson & Co., Chemists.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE and VICTORIA, by the Steamers of the NORTHERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEANIC S.S. COY., and CHINA MUTUAL S.S. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen Road.

A. S. MIHARA, Manager.

Hongkong, May 20, 1904. 1403

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Meeting of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share.

Each Registered Shareholder on the 26th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Meeting in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 30th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 22, 1904. 1402

IMPORTANT NOTICE.

TO Heads of Families, Hotel Keepers, Clubs, Boarding Houses and Messes. MR. H. RUTTONJEE is prepared to deliver BREAD in Hongkong and Kowloon. The Sanitary Arrangements are as nearly perfect as possible and the work is under constant Foreign Supervision only, under constant Foreign Supervision only. Brown Bread made from the well-known Graham Flour a specialty.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
and
36 to 38, Elgin Road, Kowloon.
Hongkong, August 23, 1904. 1487

MESSRS COOPER & CO.,

No. 37, DES VOEUX ROAD CENTRAL.

JUST UNPACKED a New Consignment of Men's White India GAUZE SHIRTS and PANTS in all running sizes; Also,
A Fresh Lot of Men's English and American BOOTS and SHOES, HATS, HOSIERY, &c.
Orders for Suits requested—A correct fit and style guaranteed, and every satisfaction given.

Hongkong, August 9, 1904. 1439

S. I. T. I. N. G.

Surgeon Dentist,
No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation Free.

Hongkong, April 24, 1900. 623

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price Fifty Cents.

To be had at the "China Mail Office" 5 Wyndham Street.

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Orders booked by Manager, "CHINA MAIL."

Name	Class	Tons	Guns	H.P.	Captain	Last reported at
Albatross	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Wailaiwei
Albatross	battleship, 1st class	12,850	12	15,000	Captain Sydney R. Fremantle	Wailaiwei
Albatross	albatross	1000	6	1400	Comdr. R. N. Nugent	Bairlog Bay
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. Charles W. O'Donnell, C.V.O.	Wailaiwei
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. R. N. O'Donnell	Wailaiwei
Albatross	gunboat, 1st class	710	6	1800	Lieut.-Com. O. W. McKinnon	Chongchup
Albatross	gunboat, 1st class	710	6	1800	Lieut.-Comdr. T. D. Pratt	Wailaiwei
Albatross	battleship, 1st class	10,600	14	13,000	Captain Fegan	Wailaiwei
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Albatross	water tank and tug	380	11	9600	Captain Robert H. S. Stokes	Singapore
Albatross	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Chinwan
Albatross	albatross	380	6	5700	Comdr. P. V. Lewis D.S.O.	Wailaiwei
Albatross	torpedo boat destroyer	1680	12	3200	Captain Hon. Walter G. Stopford	Hongkong
Albatross	cruiser, 2nd class	12,950	16	15,000	Reserve	Hongkong
Albatross	battleship, 1st class	275	6	4000	Lieut.-Comdr. F. M. Rindone	Hongkong
Albatross	torpedo boat destroyer	1640	17	9000	Captain W. B. Frueker	Shanghai
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. A. G. Grevy	Taku
Albatross	torpedo boat destroyer	1640	17	9000	Lieut.-Comdr. C. P. Metcalfe	Yangtze
Albatross	torpedo boat destroyer	275	6	4000	Captain Francis G. Kirby	West River
Albatross	cruiser, 1st class	14,100	18	31,500	Lt.-Comdr. F. B. Noble	Hongkong
Albatross	gunboat, 1st class	180	2	800	Captain T. G. Greet	Wailaiwei
Albatross	battleship, 1st class	12,800	16	13,900	Comdr. John Nicholas	Hongkong
Albatross	torpedo boat destroyer	350	6	1400	Couder, C. E. Monro	Strait Division
Albatross	albatross	338	8	1650	Com. D. St. A. Wake	Hongkong
Albatross	surveying-vessel	980	10	1400	Lt.-Com. R. E. Vaughan	Hongkong
Albatross	albatross	85	2	240	Comdr. Vivian	West River
Albatross	river gunboat	980	6	1400	Lt.-Com. H. T. Atty	Hongkong
Albatross	river gunboat	85	2	240	Capt. C. H. H. Moore	Yangtze
Albatross	cruiser, 2nd class	3600	8	9000	Lt.-Comdr. Davidson	Hongkong
Albatross	river gunboat	85	2	240	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	450	6	6300	Commodore Dicken	Yangtze
Albatross	receiving ship	180	2	800	Lt.-Comdr. E. V. Dugmore	Wailaiwei
Albatross	river gunboat	14,200	18	31,500	Capt. A. T. Stuart	Wailaiwei
Albatross	cruiser, 1st class	3400	8	9000	Capt. J. A. C. Wilkinson	Yangtze
Albatross	cruiser, 2nd class	368	3	900	Lieut.-Comdr. R. H. Keate	Shanghai
Albatross	coast defence gunboat	12,960	16	13,900	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	battleship, 1st class	880	6	6300	Comdr. S. St. John Farquhar	Wailaiwei
Albatross	albatross	355	6	6300	Reserve	Wailaiwei
Albatross	torpedo boat destroyer	420	6	450	Comdr. Ernest G. Hardy	Upper Yangtze
Albatross	surveying ship	380	6	6500	In Reserve	Upper Yangtze
Albatross	torpedo boat destroyer	160	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Albatross	river gunboat	150	2	500	Lieut.-Com. Wassen	Upper Yangtze
Albatross	river gunboat	150	2	500		

* Flag of Admiral Sir Gerald H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, O.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirti	Japan
Achéron	French armoured gunboat	1786	10	1700	Comdr. Lefevre	Saigon
Alouette	French gunboat	800	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	3	500	Lieut. Grepin	Canton
Aspie	French gunboat	475	3	450	Lieut. Journe	Saigon
Avalanobe	French gunboat	140	3	150		Haiphong
Bangai	French gunboat	3740	29	3000	Capt. Lefevre	Tientsin
Bogard	French cruiser	140	3	150		Saigon
Casse-tole	French cruiser	8018	16	17,000	Captain V. Poidone	Hongkong
*Châteaurenault	French cruiser	525	4	438	Commander Loeu	Haiphong
Comete	French gunboat	690	10	900	Commander L'Est	Shanghai
Decade	French cruiser	4000	31	8500		Saigon
D'Assas	French gunboat	350	7	303	Lieut. Jehenne	Haiphong
Fronda	French destroyer	9376	38	20,200		Shanghai
Guédon	French cruiser	307	7	300	Lieut.-Comdr. Beaumont	Haiphong
Henri Riviere	French destroyer	1250	7	2250	Commander Le Gollent	Shanghai
Javeline	French gunboat	9700	12	19,600	Capt. Gros	Shanghai
Kersaint	French cruiser	4015	27	8500	Capt. Hous	Shanghai
*Montcalm	French gunboat	9437	27	17,000	Comdr. Benes	Shanghai
Olry	French cruiser	1936	10	1700	Capt. Vincent	Saigon
Pascal	French gunboat	9556	2	20,000	Captain Guilbertau	Shanghai
Redoutable	French cruiser	829	3	900	Lieut. Holgue	Shanghai
Sully	French gunboat	6150	23	4560	Captain Blonds	Saigon
Surprise	French gunboat	123	7	500	Lieut. Carol	Hongkong
Taklang	French cruiser	1857	15	2800	Comdr. Hase	
Vauban	French gunboat	11,000	36	14,000	Capt. Von Eselow	Shanghai
Vigilante	French gunboat	1776	15	2960	Captain Frove	Shanghai
	German cruiser	6230	34	10,000	Comdr. von Studnitz	Tientsin
	German cruiser	6500	37	10,000	Capt. Schroeder	Tientsin
	German gunboat	1000	10	1300	Comdr. Baron Schimmelpenninck	Shanghai
	German gunboat	900	10	1300	Comdr. van der M. Hüllessem	Tientsin
	German gunboat	850	10	1344	Comdr. Willbrandt	Tientsin
	German gunboat	1009	8	875	Comdr. Krencker	Tientsin
	German gunboat	1640	15	2500	Comdr. von Grumbkow	New Guinea
	German cruiser	2689	24	8000	Comdr. Persius	Tientsin
	German gunboat	900	10	1300	Captain Voigt	Shanghai
	German gunboat	170	5	1300	Comdr. Deinhold	Amoy
	German gunboat	—	3	500	Comdr. Giebbler	Canton
	German gunboat	—	—	—	Lieut. Scharf	Yangtze-River
	Italian cruiser	2300	10	7471	Captain Bresca	Shanghai
	Italian cruiser	3800	—	—	Capt. Forestiero	Shanghai
	Italian cruiser	2498	29	7000	Capt. Pescetto	Chemulpo
	Portuguese cruiser	1930	14	4900	Captain d'Antas Ribeiro	Shanghai
	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
	Russian gunboat	810	6	750	Comdr. Guint-r	Vladivostok
	Russian cruiser	2200	15	4700	Comdr. Gramschickoff	Port Arthur
	Russian cruiser	6000	27	24,000	Capt. Reitzenscheit	Port Arthur
	Russian cruiser	7800	10	16,500		Port Arthur
	Russian gunboat	1050	8	1150	Comdr. Erjokovitch	Port Arthur
	Russian cruiser	6640	12	19,500		Port Arthur
	Russian cruiser	6731	6	8000		Port Arthur
	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
	Russian gunboat	500	9	3500	Comdr. Zouriet	Port Arthur
	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Port Arthur
	Russian cruiser	12,354	44	16,000	Captain Jesso	Vladivostok
	Russian gunboat	1000	8	1000	Comdr. Shumov	
	Russian gunboat	1215	7	1500	Comdr. Novakowsky	Sunk
	Russian gunboat	1224	7	1400	Comdr. Crowne	Shanghai
	Russian cruiser	3000	6	17,000		Port Arthur
	Russian battleship	1490	8	2000	Capt. Yasileff	Port Arthur
	Russian battleship	12,674	15	14,500	Captain Koroleff	Sunk
	Russian battleship	10,939	15	14,500	Captain Jakovleff	Damaged
	Russian battleship	12,674	15	14,500	Capt. Zataczan	Port Arthur
	Russian battleship	10,960	15	10,800	Captain Osoroff	Port Arthur
	Russian cruiser	1354	10	1788	Comdr. Liven	Shanghai
	Russian battleship	12,902	18	15,000		Port Arthur
	Russian protected cruiser	12,200	68	17,000	Captain Sepeleznikoff	Shanghai
	Russian protected cruiser	10,223	28	13,250	Capt. Matzerich	Vladivostok
	Russian battleship	10,960	18	10,800	Captain Sepeleznikoff	Port Arthur
	Russian gunboat	850	3	1125	Lieut.-Comdr. Ivanoff	Port Arthur
	Russian gunboat	1050	8	1120	Comdr. Glantz	Newchwang
	Russian gunboat	500	9	3300	Capt. Zagoransky-Kissel	Port Arthur
	Russian gunboat	1230	15	1184	Capt. Abramoff	Port Arthur
	U. S. cruiser	3289	28	7500	Capt. Dyer	Cavite
	U. S. gunboat	1000	12	1287	Capt. Ketcher	Shanghai
	U. S. torpedo-boat destroyer	420	7	800	Lieut. G. Williams	Shanghai
	U. S. torpedo-boat destroyer	420	7	800	Lieut. Irwin	Shanghai
	U. S. gunboat	23	10	600	Lieut. Diamaker	Canton
	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Shanghai
	U. S. cruiser	3313	19	7500	Comdr. Hugo Osterhous	Shanghai
	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Shanghai
	U. S. gunboat	420	7	8000	Lieut. A. W. Knox	Shanghai
	U. S. gunboat	660	10	8000	Lieut. J. E. Root	Shanghai
	U. S. gunboat	1559	8	1958	Comdr. P. E. Sawyer	Hongkong
	U. S. gunboat	2890	9	3000	Captain Maher	Shanghai
	U. S. monitors	4084	4	544	Comdr. J. B. Millen	Cavite
	U. S. monitors	3487	20	7600	Comdr. G. B. Barber	Cavite
	U. S. cruiser	10,238	45	11,111	Captain Brown	Shanghai
	U. S. cruiser	201	3	250	Ensign J. E. Bass	Cavite
	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
	U. S. gunboat	4000	14	7500	Lieut. E. E. Collins	Shanghai
	U. S. cruiser	3313	19	7500	Comdr. Marshall	Shanghai
	U. S. cruiser	4088	37	9113	Captain Vandy	Cavite
	U. S. cruiser	1000	13	1218	Commodore Marshall	Shanghai
	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
	U. S. gunboat	1397	8	1894	Commodore A. W. Dodd	Shanghai
	U. S. flagship	12,000	50	12,000	Captain Glover	Shanghai

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General Memoranda.

SATURDAY, August 27:—
Meeting of Hongkong Gynkhana Club at Happy Valley.
Non-Meeting of Hongkong Hotel Co., Ltd., at the Company's Hotel.
9 p.m.—Promenade Concert on Volunteer Head-quarters.
9 p.m.—Performance at Metropole Theatre.

SUNDAY, August 28:—
Transfer Books of Hongkong & Kowloon Wharf & Godown Co., Ltd., closed from this date to 31st August inclusive. Goods for *Pornice* not cleared at 4 p.m. on this date subject to rent.

MONDAY, August 29:—
5.30 p.m.—Meeting of Hongkong Civil Service Cricket Club, at Club Pavilion.
2.45 p.m.—Auction of Household Furniture, at 'Bangor,' Mount Kellett, The Peak.

WEDNESDAY, August 31:—
12.15—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardines, Matheson & Company's Office.
Goods for *Ernest Symons* unclaimed after this date at Noon will be subject to rent and landing charges.

THURSDAY, September 1:—
9 p.m.—Meeting of Zealand Lodge.

WEDNESDAY, September 28:—
Transfer Books of A. S. Watson Co., Ltd., closed from this date to 8th October inclusive.



A. S. WATSON & CO.,
LIMITED,

ESTABLISHED 1841

**Hongkong
Dispensary,**

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BUILDINGS

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FINEST SELECTION

OF
PERFUMERY.

SOAPS.

TOILET

REQUISITES.

&c., &c., &c.,

in the

EAST.

A. S. WATSON & Co., Limited.

The publication of this issue commenced at 5.45 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 25, 1904.

EDITORIAL COMMENT.

By yesterday's mail we

THE TARIFF received from the Tariff

COMMISSION. Reform League an

advance copy of the Report

of the Chamberlain Tariff Commission

on the iron and steel trade, and though,

as opponents delight to point out, the

evidence is anonymous, the volume

contains a considerable quantity of food

for earnest thought. The position of

Great Britain to-day is not what it

should be when compared with that of

other countries, and that is due simply

to the fact that an embargo is placed

upon her manufactured products, whilst

those of the rest of the world can be

dumped by the shipload upon her

wharves 'without let or hindrance.'

The effect upon the iron and steel

industry in particular is strikingly

shown by the Tariff Commission, which

has, by strenuous effort, succeeded in

collecting the most extraordinary rep-

resentation of British trade that has

yet been placed before the country. It

has done what no Government Commis-

sion could do, and merely because all

the evidence adduced was given after

the consent, the approval, and the

assistance of all the industries in the

country had been obtained. The names

of the men who comprise the Commis-

sion should stand as a guarantee that

its treatment of the evidence gleaned

would be fair and above board. As Mr

Chamberlain puts it, 'There has never

in the history of the country, been so

complete, so influential, so strong a

Commission representing its indus-

try and its trade, and the very

fact that the reputations of the men

at stake should be sufficient to make

opponents pause before they assert that

the result of their efforts is 'a loose

congeries of miscellaneous assertions,

tumbled out before an irresponsible jury

who had decided on their verdict before

LOCAL AND GENERAL.

Victorian Naval Brigade.

Reuter wired from Melbourne on Aug-

ust 5 that the Victorian Naval Brigade,

numbering fifty, had decided to resign

owing to the new regulation imposing extra

drill.

The Transvaal's Treasure.

The output of gold, silver, coal, and

diamonds from the Transvaal during the six

months ending June 30 was valued at

£8,672,947, an increase of £960,031 as com-

pared with the preceding six months.

Locusts in Hungary.

A telegram from Eclau, in Hungary,

states that an enormous swarm of locusts

recently settled in the meadows and fields

near the town, and so much damage was

done that the troops had to be called out

to assist in destroying the invaders.

Scene in the House of Commons.

A special telegram to the *Englishman*,

dated London 6th August, states that an

angry scene took place in the House of

Commons last night (4th) during the Welsh

Education debate. The Opposition walked

out as a protest against the closure. Mr

Lloyd George and several members were

suspended.

Mr Kruger's Funeral.

The Johannesburg correspondent to

the *Standard* on July 22 said: 'I under-

stand that Mr Kruger's family desire that

LOCAL AND GENERAL.

Telegrams to Shanghai and Beyond.

Owing to the interruption of the Great

Northern Company's Amoy-Shanghai Cable

for repairs, all telegrams handed into the

Company for Shanghai and the North are

being transferred for transmission to the

Eastern Extension Telegraph Company.

Restoration is soon expected.

Ward Boys Fined.

Two ward boys from the Government

Civil Hospital were fined \$5 each, at the

Magistrate's court this morning, for assault

on a Chinese clerk employed at the same insti-

tution. According to the evidence given the

boys committed the assault on account of

the clerk having reported them to one of the

doctors for improper conduct.

Mr J. R. Brazier.

We hear that Mr J. R. Brazier, Acting

Commissioner of Customs, at Kowloon,

succeeds Mr Perry as the Agent for China

of the Chamber of Mines, Johannesburg.

He has, we believe, been 'lent' by Sir

Robert Hart so as to aid in the departure

of coolies to the Transvaal. We con-

gratulate Mr Brazier upon his new appoint-

ment.

France and China.

The following telegram was sent to the

Standard from Peking:—The rumours of a

French threat to send troops to Kwangsi,

in connection with the disturbances there,

BY TELEGRAPH.

RUSSO-JAPANESE WAR.

THE CRUISE OF THE

'SMOLENSK.'

In Search of the 'Ormsley.'

Loaded with Contraband.

London, August 24.

Reuter's correspondent at Durban

telegraphs that it is believed at the Cape

that the Russian Volunteer cruiser

Smolensk, which has for some days been

steaming about the Cape, is looking for

the British steamer *Ormsley*, which is

laden with contraband of war for Japan.

The *Ormsley* is on her way from new

York to Fusan, and the cargo she is

carrying is railway material for the lines

in Korea.

The *Ormsley* left Durban on Sunday

last, since which time nothing has been

heard of either her or the *Smolensk*.

If the *Smolensk* manages to capture the

Ormsley she will have a very good prize,

in addition to the value of the cargo. The

steamer is only six years old, and is con-

structed of steel with a gross tonnage of

4168 tons. She was built by Craig, Taylor

and Co., at Stockton, for the North of Ire-

land S.S. Co., Ltd. She is 300.2 feet in

length 48.5 feet in breadth and 20.5 feet in

depth.—Ed. C.M.]

[REUTER'S SERVICE.]

CHINESE NEUTRALITY.

BY TELEGRAPH.

DIPLOMATIC CHANGES.

FROM ROME TO PARIS.

London, August 24.

The Rt. Hon. Sir Francis Leveson

Bertie, G.C.V.O., British Ambassador

to Rome, has been appointed to a

similar post in Paris, where he succeeds

the Rt. Hon. Sir E. T. Monson, G.C.B.

[The Rt. Hon. Sir E. T. Monson was born

on August 17, 1844, and is the second son

of the Earl of Abingdon. He was Assis-

tant Under-Secretary of State for Foreign

Affairs, and Chairman of the Uganda Rail-

way Committee.—Ed. C.M.]

OFF TO THE CHRISTENING.

ROYAL REPRESENTATIVES.

London, August 24.

Prince Henry of Prussia and Prince

Louis of Battenberg, the represen-

tatives of the Kaiser and King Edward

at the christening of the Tsarvitch,

have arrived at Petersburg, where they

were cordially welcomed by the Tsar.

CHINA'S POST OFFICE.

Improved Regulations.

(From Our Amoy Correspondent.)

The showers of letters to the newspapers

finding fault with the Chinese Post Office

Notification No. 40 for its absurd and

irritating scale of charges for heavy mail

matter and its impracticable 'zones,' have

borne fruit more speedily than was expect-

THE TYPHOON.

CENTRE APPROACHES THE COLONY.

Harbour Work Dislocated.

To-day another day and extremely exciting day was spent, so far as business on the harbour was concerned. At 7 o'clock this morning the typhoon gun was fired indicating that a gale was expected, and as the day wore on the wind increased in force until by 11 o'clock a moderate gale was blowing. After that it increased in fury, the streets being swept by howling blasts which drove the rain with stinging force on the faces of pedestrians. A signal increase in the velocity of the wind was noticeable after mid-day and it became intensified as the day advanced.

The harbour presented a deserted, but turbulent appearance, its usually peaceful surface being covered with waves of no mean dimensions, and along the Praya the water broke against the sea wall with such force that the spray was often carried half way across the street. The business houses facing the Praya for the most part had either suspended business or carried it on with closed, and, in many instances, barred doors, the shutters having been put up at the first indication of the approach of the typhoon.

The whole of the Chinese ferry boats suspended their services during the early part of the morning, but not so the Star Ferry, which managed to keep well up to its time table until 1.15, when the fury of the wind compelled suspension.

After the Star Ferry had suspended the service a large number of isolated Kowloon residents collected beneath the verandah opposite the Ferry Wharf, where they gave vent to their feelings in various phrases.

A couple of the more venturesome prevailed on a Chinese Ferry boat to essay the passage and they set off from Blaker Pier on their trip. The little ferry boat rolled from side to side in a most precarious manner, but they soon got out of sight of the boat on the Praya, disappearing in the rain and mist which overhung Kowloon side like a pall.

The signal flags on the *Sirius*, *Hanlder* and *Tamar* showed signs of the violence of the gale. They were nothing but tattered shreds of cloth, but they still performed their duty.

Such launches as had not gone to Causeway Bay for shelter had a rough time and many of them had to keep under steam even while tied up to the different buoys.

The downfall of rain during the past two days is almost unprecedented. It is not usual for a typhoon to be accompanied by such blinding rain as has fallen, and we do not remember a previous occasion on which the downfall was so heavy.

The 'Kishan' in Trouble.

About 10.30 the steamer *Kishan* came up to the Canton Wharf and endeavored to make fast in order to commence unloading, but the task proved to be a difficult one. Owing to the roughness of the water it was impossible for her to steam up to the wharf so that she drew up to the end of the pier and made fast, but at the first attempt the strain proved to be too much for the ropes, one of which snapped, and the steamer had to go full speed ahead to avoid colliding with the sea wall. After getting out a fresh line the task was, however, accomplished.

Along the whole length of the Praya only two sampans were to be seen and they were being tossed about in a very dangerous manner, but their owners stuck to them and managed to keep them off the wall.

Several other less seaworthy craft, paid the penalty of their rashness. No less than three dust-boats foundered and only the tops of their masts were to be seen, while heaps of garbage waited for the wharves for boats to take it to sea.

Wharf Washed Away.

The force of the wind and waves has had a marked effect upon the harbour foreshores, and down West Point way damage of several kinds has been done. The most serious is the washing away of the China Mutual Company's wharf. It is said that the structure has been washed completely away.

The 'Shawmut' Aground.

The nine-ton steamer *Shawmut* dragged her anchors in the gale and went on the East Rock near Blackhead's Point early this morning, when the tide was falling. The *Shawmut*, as we previously stated, had gone to the docks to have a leaking boiler attended to, and as fast to the Dock buoy when she dragged her anchor.

We are informed that the *Shawmut* took up an anchorage in Hunghom Bay yesterday for the purpose of unloading her cargo, and it was from this anchorage that she was driven on the rock. Out Rock is to the east of the Dunmull Rock. The *Robert Ooke* tug went to her assistance, but was unable to tow her off, as a rope, because, twisted round the tug's propeller.

A House Collapses.

Considerable damage has been caused in the city by the gale that raged last night and this morning, and in the Public Gardens some damage is also reported. Numerous limbs of trees having been blown down.

One fatal collapse occurred in Ming On Lane. The house in question was a Chinese tenement and collapsed suddenly at about 7 o'clock this morning. The inhabitants received very little warning, but all succeeded in escaping except an old woman, who was buried under the ruins and killed before any assistance could be rendered.

The Zafiro Breaks Away.

The Hongkong-Manila steamer *Zafiro* had a narrow escape from colliding with the Douglas Company's wharf. Although the *Zafiro* was fastened to her buoy by three cables and a chain, she broke her moorings at about 1.15 to-day. Steam was already up, as is usual when a typhoon is about, and the *Zafiro* at once tried to get across the harbour. The strength of the gale, however, drove her towards the Douglas Company's buoy, which she struck. From the buoy she was forced towards the wharf, but, fortunately, the Captain managed to steer his ship clear and made for Stonecutter's Island, behind which protection the vessel is supposed to be taking shelter.

Junks Wrecked.

The wreck of two large junks was also reported at the Harbour Master's Office, but as far as is at present known no lives were lost. One junk was seen floating bottom upwards down the Central fairway at about 9 o'clock, and gradually worked its way towards the northern end of the harbour. A cargo boat was sunk opposite Messrs Butterfield and Swire's Office, close to the bamboo wharf, and is breaking up. In all about seven junks capsized.

At the docks, of course, work was suspended, the different ships undergoing repairs remaining at the anchorages to which they were towed yesterday.

The Barometer.

During the three past days the barometer has fallen no less than 35 points. For several hours after the first notification of the typhoon was received the barometer remained at 29.75, showing no variation. However, it began to fall and yesterday afternoon the glass registered 29.67. The decline was continued steadily until the barometer showed 29.50 early this morning. By 9 o'clock 29.45 was registered, and now, as we go to press, about 4 p.m., the glass reads 29.20.

The Rainfall.

The rainfall for the past 24 hours, ended noon to-day, was the heaviest that has been recorded in the Colony for over 12 months. At Tytan the fall was 8.3 inches and at Pokfulam 8.98 inches, while at all the other stations the fall was said to have been almost equally heavy, although the exact figures were not available when the above return was obtained. The present rainfall constitutes a record since June 29 last year when a rainfall of 11.8 inches was recorded at Pokfulam, but only 6.45 inches at Tytan, while the next heaviest fall was in June this year when 7.15 inches were recorded. The whole of the Colony's reservoirs are now overflowing and many millions of gallons of water are running to waste, but it is calculated the supply on hand will be sufficient to withstand a five months' drought giving a full supply.

Position of the Storm.

At 11.30 a.m. the Director of the Observatory issued an 'express' as follows:—The typhoon has moved to the North-west and is now South-West of Hongkong distant about 140 miles. A very strong gale from the South-East is expected in Hongkong.

IMPURE WATER.

Kowloon City Wells Polluted.

Dr. Macfarlane submitted the following report to the Sanitary Board respecting a well situated between 31 and 32 Tung Pau, Kowloon City.—The well is situated in a narrow lane between two Chinese houses, the walls being of clay and loose stones, not cemented. The surface of the well is not protected and the surrounding ground is of earth with puddles of water, etc., which much soil into the well. Within five yards on slightly lower ground is an open Chinese drain—very stagnant, with foul water, manure, etc. This is very probably capable of soaking or being washed by rain into the well, but this point might be cleared up definitely by using some Chloride, or by other means. I consider that the well, situated as it is, is liable of being polluted at any time. If the walls of the well were properly concreted, the surface covered over, and the drain removed, I think this well might then be used with moderate safety. The well is of a fair size and though not deep has a good supply of water and is being generally used by surrounding houses.

In consequence of the report a sample of the water was forwarded to the Government Analyst, who reported that the water was so full of impurities as to be unfit for drinking purposes and likely to prove injurious to health.

The Board recommended to the Government that the water supply be extended to Kowloon City as soon as possible, and that in the meantime steps should be taken to improve the condition of the wells in the City.

The Colonial Secretary replied that the matter would receive the attention of the Government as soon as funds were available. In dealing with the question Mr. Pollock considered that the report of Dr. Macfarlane showed a most unsatisfactory state of affairs. Mr. Hewitt, gathered from the report that the well should not be closed without consulting the Sanitary Board, and that, being so, he suggested that the walls of the well be concreted.

THE TRAMWAY CASE.

The Charge Amended.

The case in which the Electric Tramway Company proceeded against two Portuguese boys was again before Mr. H. H. J. Gompertz, at the Magistrate's court this morning. Mr. Looker appeared to represent the Company, and altered the charge against the boys to one of having obstructed an officer of the Company in the performance of his duty, and in the case of the first defendant also with travelling on the footboard of a tramcar contrary to section 3 of the Company's bylaws.

Mr. Looker said that the facts of the case were that the boys boarded one of the Company's cars, of the class that was originally intended to carry first class passengers only. They boarded the car at the rear end, and turned into the class—but the seats there, which had no accommodation for ten, were fully occupied. When the conductor came round he found one of the boys standing on the footboard and the other standing between the third and fourth class seats. He told them that they must either sit down on the seats or leave the car at the next stop, but that was not strictly correct, at present, while no distinction was made.

A Chinese conductor stated that although he told the boys to get off the car several times they refused to do so and consequently the car was stopped. They still refused to leave the car and when it had started again and reached No. 2 police station witness took the boys to the charge room and preferred a charge against them. Mr. Gompertz—Are the Company's bylaws posted up in the tram cars?

Mr. Looker—They are not, Your Worship, and I think that perhaps the Company has rendered itself liable to a penalty for the omission, but that does not in any way affect their liability.

The boys' statement of the affair was that they got on to the third class portion of the car, and when the conductor came round they offered to pay him the third class fare, as they were third class passengers. He refused to take the money demanding the first class fare, as they were not prepared to pay that they offered to get off. The conductor did not stop the car or give them an opportunity of doing so until they came to the police station.

Mr. Gompertz said that there had probably been some misunderstanding between the boys and the conductor but they had no right to stand up in the car when they could see that it was full. He found that the first charge had been proved and ordered the boys to be bound over in their own recognizance in the sum of \$5 each.

LONDON LETTER.

(From Our Own Correspondent).

LONDON, July 22.

It is some years since Mr. Rider Haggard abated in his energy in writing fiction and devoted the greater part of his life to the practice and encouragement of farming. He has broken silence at last in a letter to yesterday's *Times* with a perfectly true ghost story authenticated by certificates from witnesses professional and domestic. It appears that a pot dog was killed by a railway train on Saturday night, July 9, about eleven, being knocked down by the engine on an openwork bridge, falling into the stream beneath. From the evidence it seems difficult to avoid the conclusion that, in the most approved manner of telepathists, the dog conveyed the news (or transmitted it) to Mr. Haggard in the course of the night. Such things have been known or alleged frequently as occurring between human beings, but this seems the first case of so weird a performance on the part of a dog.

All-night sittings of the House of Commons have become exceedingly rare, and it is unlikely we shall ever again have quite such a protracted meeting as occurred in January, 1881, when the House met on a Tuesday at 4 p.m. and sat till Thursday at 2 a.m. But this week Parliament met on Tuesday at 2 and rose on Wednesday afternoon at 3.40. In spite of reports in evening papers there was no 'scene' and no obstruction. The fact was that they had to get through the Committee stage of the Finance Bill and they did it. Mr. Austen Chamberlain thanked the members of the opposition for the considerate method in which they had treated him, and the speaker ruled that as it was still technically Tuesday, Wednesday should be obliterated, so weary legislators adjourned with a sloopy pride in the achievement of a twenty-six hours day.

Exactly sixty of the Unionists have intimated that they will not seek re-election after the dissolution. Ten are Freetraders and fifty are supporters of the Government. Chief among them is Sir Michael Hicks-Beach who has been forty years a member. Happily most of them do not take advantage of their approaching retirement by ignoring the call of the Whigs. But the fact that they are about to forsake the field has a noticeable effect. This parliament is clearly tired out. Work has to be done and it is done, but the whole place is dull, there seems no reality about the struggle, and as soon as the tariff reform Commission has finished its accumulation of facts and opinions and laid them before the electors we shall all be the better for a general election.

CORRESPONDENCE.

To the Editor of the 'CHINA MAIL.'

Sir,—Will the Government not do something for the community in the matter of outside chairs?

It is no secret to me that many of the business men in the gutters beside the road and go away.

At 2 p.m. to-day at the lower terminus of the Peak Tramway there were 12 chairs and no bearers.

The Governor has at 'At Home' this afternoon and according to the newspapers and extra it will be held Wet or Fine.

However, as I to reach the Peak if I cannot get an outside chair?

If the police will not do anything I trust this appeal to H. E. the Governor, which I make through your paper, will cause him to look into the matter, and see that those who are licensed to carry chairs should do so, especially when they are most wanted, i.e. in wet weather.—Yours, etc., J. R.

CHINESE ON THE ROAD.

Favourable Results—A Mutiny.

At the meeting of the Chamber of Mines, Johannesburg, on July 21, the President, Mr. Schumacher, referring to the recent unfavourable criticism of the Chinese, the justice of which he officially denied, stated that Messrs. Ekstein were so well satisfied with the Chinese working for them that they would willingly take the full complement of every thousand coolies involved a capital expenditure of twenty-five thousand pounds, which was a sufficient proof of their belief in their success. He anticipated a time of prosperity for the whole country; but the immigration of whites, the introduction of capital, and the reduction of taxation were essential.

On the following day two Chinese were accidentally killed in the New Corn Mine, through an explosion caused by drilling in an old bore-hole.

The accident resulted in a riot among the Chinese going on night-shift. The men mutinied, and refused to go to work. The local Controller of Chinese was attacked and injured by stones which the coolies threw.

The tumult raged for about an hour. The police were sent for, and order was then restored, seventeen of the ringleaders being arrested. The white miners were desirous of dealing with the trouble, but were induced to abstain from interfering. The strike lasted for two days. The Chinese were persuaded to go to work.

AT LHASSA.

Description of the Sacred City.

Sims, August 7.—The Tibet Mission reached Lhasa, without further opposition, at noon August 3. All are well.

Lhasa, August 3, via Gyantse, August 7.—When we ascended the Champo Ridge to-day and looked down on the city of Lhasa, the mystery of the East was unveiled. Lhasa lay a mile before us a mass of hundreds of roofs and trees, dominated by the golden roof of the Potala Palace. The city is not walled or fortified. The *Lingkhok*, or circular road, six miles in circumference, surrounds the city and includes the hill on which the Potala and Medical College stand. We saw pilgrims and devotees moving slowly along the road, from west to east, but no soul passed in the opposite direction, which indicated that the road was not for traffic. The general impression left by the city was disappointing. It looks like a town with some 15,000 inhabitants, partly built over and insignificant, save for the cathedral. But the Potala, which is quite detached from the rest of the city, surpassed all expectations. Its golden dome, shining in the sun like tongues of fire, is a landmark for miles around and must strike awe and veneration into the hearts of pilgrims arriving from barren tablelands, on a visit to the sacred city. At present no one has been allowed to enter the city. Our camp at present lies to the west of the city. As we approached it, the scene was most homely, save for the bare, sacred cliffs that justly preclude a distant view of the city, for as we found to-day, a view of Lhasa is not obtainable until within a mile of the city.

The Chinese Amban visited Colonel Younghusband to-day. His attitude was most friendly and conciliatory. He promised to exert himself to try and induce the Tibetans to meet us in a more reasonable spirit. The Lamas are still most obstinate and likely to give trouble before the negotiations are concluded. Colonel Younghusband returns the Amban's visit to-morrow, when the party accompanying him will have the first opportunity of seeing Lhasa. The Amban travels in great state, in a handsome palanquin, attended by troops of out-riders in grey uniforms. This morning the representatives of the Nepalese Resident rode out and met Colonel Younghusband. In the course of the interview they stated that 10,000 monks were prepared to fight yesterday if we entered the city; but the Delegates returning from the Durbat in the evening said that hostilities would be avoided.

The Dalai Lama retired into the Monastery while we were within two days' journey from Lhasa.

Owing to diversity of opinion as regards the meaning of the La Lama's warning, that the Dalai Lama might not survive, our plans were somewhat altered. His religious advisers in grey uniforms, who were with him, interviewed an enlightened Lama on the subject yesterday. The Tibetans believe that the Dalai Lama will die, not by violence or sickness, but by some supernatural visitation. His spirit will seek some other incarnation when he can no longer benefit his people or secure his country, so long as the British are in the land, from the contamination of foreign influence.

A Tibetan prophecy predicted that the country would be invaded and conquered by the Europeans, when all of the true religion would go for a change to Shambhala and Buddhism would become extinct in Tibet. The Lamas believe that the prophecy will be fulfilled by our entry into Lhasa, and their religion decay before foreign influence.

The numerous walls and engines found in the neighbourhood showed that the Tibetans intended to fight. We passed through a narrow gorge to-day nearly four miles in length cut out of a precipitous cliff, and even the longest of our religious advisers, I am sure, would not have been able to hold it.

At Lhasa, August 6.—The sum allotted for the Tibet Expedition, £2,300,000, is likely to be exceeded during the current financial year by three times that amount.

At Lhasa, August 7.—Lieutenant Colonel Leslie Cresswell, R.A.M.C., was recently out shooting on the Kashmiri border near Rudak, when he was killed by a tiger. He was a very brave and capable officer, and his death was a great loss to the army.

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This steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried. W.D.—To secure the additional comfort of passengers the steamer of the Company has electric fans fixed in staterooms.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 25, 1904. 1562

BY WHARF AND WAVE.

Captain Seymour, of the *Britannia* is now the Commodore of the P. and O. fleet.

It transpires that the *Prinz Heinrich* struck upon an unknown pinnacle coral rock 150 feet long and 150 feet broad.

THE WAY THEY HAVE IN THE ARMY.

Scene: Bangalore, during the progress of a polo match. The play is excellent, the attendance is excellent. The weather is excellent to all but the British farmer, who is still grumbling. Why, then, is Captain V. D. G. Forden-Elland wearing an expression of surprised disgust, and why should Mr. B. B. Bromyard-Clowrie (of the same regiment) wander disconsolately about with a look of self-pity?

Forden-Elland (dejectedly, as his brother-in-arms slopes past). Brom!

Bromyard-Clowrie. Hello!

F.E. For the Lord's sake, sit down. You're getting on my nerves.

B.C. (sitting). I can't help that. I'm hipped, and when I'm hipped I'm not a sinner. I've got to keep on the move. I've been like this since last Friday when I read Arnold-Forster's statement in the House.

F.E. Ah! I thought it was that.

B.C. Of course it's that. I'm not the sort of fellow to sit down last Friday under the kind of attacks he made upon me. I don't mind who knows it, either.

F.E. Did he attack you? I must have missed that part.

B.C. Yes, he did. As a typical commissioned officer I signed under the injunctive of his remarks. The one thing the British Army lacks is the trained commissioned officer. That's what he said.

F.E. (winning). I got that all right.

B.C. (at the top of his voice). I should jolly well like to meet the Secretary for War, by Jove! I'd take his number down, by George!

F.E. You couldn't convince him he was wrong.

B.C. No? You think that really?

By Jingo!

F.E. How would you prove that you are a good soldier?

B.C. I don't want to back—after all, I'm only a typical case—but I'd just quietly tell him that, one way and another, it costs me nearly two thousand a year to play the game according to the rules.

F.E. He'd laugh at you.

B.C. Would he, by Jove?

F.E. He'd say, 'More fool you,' and ask you how you find time, if you do your work as you should do it, to spend it.

B.C. Well, I'd very soon enlighten him on that point, by Jove. There's polo matches and practice. That accounts for four afternoons a week and several hundred a year.

F.E. According to him, that's not part of your work.

B.C. What? Not polo! What! But become of the game if we didn't play it? You might just as well say that, according to him, amateur theatricals don't occupy one of the most important chapters in the Red Book.

F.E. (drily). I do say so.

B.C. (pink). What?

F.E. His revolutionary ideas of what he calls 'reform' don't include either polo or theatricals in the daily job of soldiering.

B.C. (almost breathless). You don't say so! Good Lord, I missed that. Without polo and theatricals, cricket, and one thing and another, how does he think, sweet pet, that we are going to occupy our minds?

F.E. (sincerely). He bores me. I can't follow his arguments.

B.C. It's always the way when civilians begin to mope about with the Army. What do they know of its sacred traditions? I've never met the gentleman, but he strikes me as being one of those people who would say that Waterloo wasn't won on the *Plain* of Waterloo.

F.E. I'm pretty certain he is. In answer to that he'd say that it was Blucher who did it. A nice look-out for the Service, Brom, one way and another! What?

B.C. Gladly! Outfit down expenses, outfit down the strength.

We shall be dotted out policemen's kit before we know where we are! By Jove, and think of those being Army at home!

What should we know of the latest Gaiety pieces, I should like to ask him? He wants an army of men who are absolutely uneducated. Well, I can see what it's come to.

F.E. What? I wish I could.

B.C. The Secretariat stop being the hobby of men who haven't got to earn their living, and become a profession. It won't be a mark of social distinction to be in the Service. Soldiers will merely be ordinary fellows, like doctors and barristers, only that they'll wear some kind of uniform, like postmen and railway guards. And, after all, what's the matter with us in time of war? I was afraid to say so.

F.E. (sighing). Ah, but he's one of those advanced theorists who don't want to use the butt, but to kill the other jokers. This is an age of compromise, Brom, old boy. It's time you and I, with our inherited notions of chivalry, cleared out.

B.C. (with a long sigh). You're right. We are too Old English for England. What?

[These two very young warriors set their backs to the sun.]

COSMO HAMILTON in *The World*.

BETWEEN 1890 and 1900 the national wealth of the United States jumped from 55,087 million to 94,300 millions—an increase which constitutes a record in the world's history.

A Tibetan prophecy predicted that the country would be invaded and conquered by the Europeans, when all of the true religion would go for a change to Shambhala and Buddhism would become extinct in Tibet. The Lamas believe that the prophecy will be fulfilled by our entry into Lhasa, and their religion decay before foreign influence.

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Hongkong, August 25, 1904. 1562

To-day's Advertisements

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THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN THAT BORDEN'S CONDENSED MILK COMPANY, a Corporation organized and existing under the laws of the State of New Jersey and carrying on business in the said State of New Jersey and elsewhere, have, on the 28th day of July, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark viz.—

The phrase 'BORDEN'S MALTED MILK' and the Word Symbol or phrase 'EAGLE BRAND' together with the Picture of an Eagle with spread wings bearing a branch in its talons and carrying a Scroll in its beak upon which Scroll are printed the words Borden's Malted Milk, in the name of the said Borden's Condensed Milk Company who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicant in respect of the following goods respectively, in the following classes respectively, viz.—

Class 42 in respect of Malted Milk.

A Facsimile

Shipping.

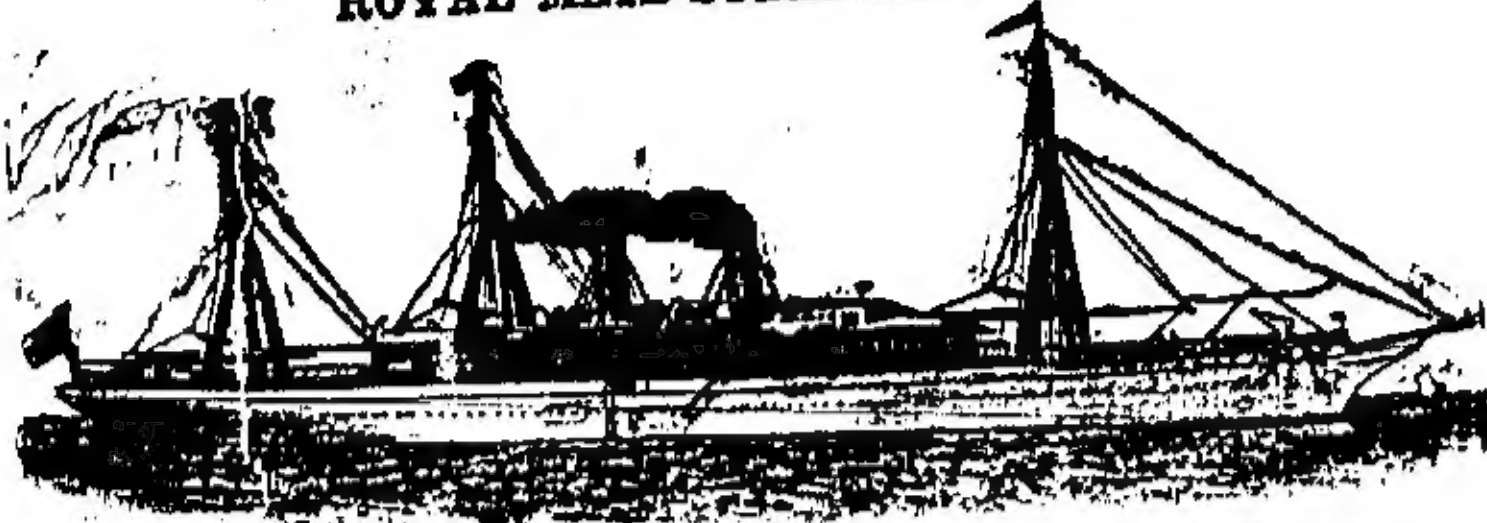
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	(Commander) G. M. MONTYARD, R.N.R.	Noon, 27th August.	See Special Advertisement
LONDON & ANTWERP, Via Suez, Pano, Cebu and Port Said.	Java, S. BARCHAM	About 2nd September.	Freight and Passage.
YAMA, Via S'HAL, MOJI & KOBE (passing through the Inland Sea).	Japan, E. P. MARTIN, R.N.R.	About 2nd September.	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 25, 1904.

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Express Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
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R.M.S. ATHLETIC 6000 Tons WEDNESDAY, Oct. 12.
R.M.S. EMPRESS OF CHINA 6000 Tons WEDNESDAY, Oct. 19.
R.M.S. TARTAR 4425 Tons WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA 6000 Tons WEDNESDAY, Nov. 16.

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Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, Acting General Agent,
Pender Street,
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STEAMSHIP	Tons	Captain	TO SAIL ON
ARABIA	4483	Reilly	Sept. 5, 1904.
ARAGONTA	6198	Smith	Sept. 14, 1904.
NUMANTIA	4370	Wagner	Oct. 10, 1904.
NICOMEDIA	4370	Wagner	Oct. 23, 1904.

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PROPOSED SAILINGS FROM HONGKONG—
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FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HANSEN.	SUNDAY, 28th Aug., at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	WEDNESDAY, Aug. 31, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	M. STRUVE, Capt. T. BRANDT.	SUNDAY, 4th Sept., at 10 a.m.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, August 23, 1904.

T. ARIMA, Manager.

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TREMONT	3606	T. W. Garlick	October 1.

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S.S. SHAWMUT 3606 tons | Capt. W. M. Smith About 29th August.
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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

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AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ANTENOR	2nd September.
GLASGOW AND LIVERPOOL	TELEMACHUS	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PELUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
* GENOA, MARSEILLES & LIVERPOOL	DOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	TELEMACHUS	7th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 22, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHEFOO, WEI-HAI-WEI & TIENTSIN	KANHU	26th August.
FOOCHOW AND SHANGHAI	Yochow	27th August.
SHANGHAI	Wooching	29th August.
MANILA	TEAN	30th August.
PORT DARWIN, THURSDAY ISLAND, BROOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHANGSHA	13th September.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, August 25, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Aug. 27, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Sept. 10, at 10 a.m.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

Hongkong, August 20, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via TAKU or CHIN-WAN-TAO) to
DURBAN, NATAL.

The following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COVENTRY	...	" J. W. MARTIN.
S.S. CRANLEY	...	" W. E. STERLE.
S.S. IRKAL	...	" A. JENNINGS.
S.S. ASCOT	...	" C. E. COX.
S.S. TWEDDALE	...	" T. M. MILNE.
S.S. LOTHIAN	...	" J. G. WILLIAMSON.

The next departure will be the s.s. LOTHIAN, sailing from here on or about 5th September, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 19, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	Second half of August.	JAPAN, via SHANGHAI.	First half of Sept.
TJILATJAP	JAPAN.	Second half of August.	JAVA PORTS.	Second half of Sept.
TJIMAH	JAPAN.	First half of September.	JAVA PORTS.	First half of Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through bills.

For particulars of Freight and Passage, apply to the
HEAD AGENT.

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.
Hongkong, August 18, 1904.

Shipping.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship COROMANDEL, Capt. G. M. MONTYARD, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Madras, so 9500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Suez and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Victoria, due in London on the 9th October, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, August 23, 1904.



STEAM FOR
FIUME AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ and
PORT SAID.

(Taking cargo at through rates to the
BRAZIL, to SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship
NIPPON,
Captain MISTROVIC, will be despatched as
above on WEDNESDAY, the 31st August,
p.m.

For information as to Passage & Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Prince's Building.

Hongkong, August 2, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
EPSOM,
Captain J. Cox, will be despatched for
the above Port on or about SATURDAY,
the 3rd September.

To be followed by the Steamship
OLYMPIA,
on or about TUESDAY, 18th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, August 24, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT, MAR-
SEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 6th September,
1904, at 4 p.m., the Company's
Steamship MANOIR, Captain MOURAUD,
with MALES, PASSENGERS, SPORE,
and CARGO, will leave this Port for
MARSEILLES, Via Ports of Call, transhipping
Passengers and Cargo at Saigon to s.s.
Polydore.

Cargo and Species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal ports of Europe.

Shipping Orders will be granted till
Noon only on MONDAY, the 5th September,
Specie and Parcels received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.

Parcels are not to be sent on board;
they must be left at the Agency's Office.

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 23, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queens-
land Ports, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
EASTERN,
Captain BELL, will be despatched for
the above Ports on SATURDAY, the 17th
September, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refriger-
ating Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardsess and a duly qualified Sur-
geon are carried.

N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 18, 1904.

Shipping.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
LOONGSANG,
Captain G. S. WIGGALL, will be despatched
as above on FRIDAY, the 26th Inst., at
4 p.m.
This Steamer has superior Accommoda-
tion for First-class Passengers, and is fitted
throughout with Electric Light and carries
a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 20, 1904.

'SHIRE' LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship
MERIONETHSHIRE,
Captain G. C. GUNBY, will be despatched
for the above ports on or about WEDNES-
DAY, the 7th September.

This Steamer has Superior Accommoda-
tion for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES CO.,
Agents.

Hongkong, August 11, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
BENVORLICH,
Captain THOMSON, will be despatched as
above on or about WEDNESDAY, the 7th
September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 22, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship
HUDSON,
will be despatched on or about THURS-
DAY, the 16th September, 1904.

For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, August 12, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

ATHOLL About Sept. 20.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, August 20, 1904.

HONGKONG-MACAO
LINE.

S. S. 'WING CHAI',
CAPTAIN SAMUEL BELL SMITH.

DEPARTURE FROM HONGKONG on Sun-
days at 7.30 A.M.; Excursion on Wed-
nesdays at 8.30 A.M.; from MACAO week days
at about 2 P.M.; Sundays at about 7.30 A.M.
Fares (week days) 1st Class (including
cabin and servant) \$8. Return Ticket \$15.
2nd class \$1. 3rd class 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class
Single Ticket \$2. Return Ticket \$3. Re-
turn Ticket, includingiffin and dinner
either on board or at Macao Hotel, \$5. On
Sundays, \$5 extra will be effected for each
cabin which has accommodation for 2 or
more passengers.

Wharf—At the Western end of Wing
Lok Street.

The steamer runs an excursion trip every
Sunday. It takes only 3 1/2 hours to reach
Macao.

MING ON & CO.,
2nd Floor, 15, Victoria Street.
Hongkong, September 7, 1903.

STEAM TO CANTON.

THE new Twin Screw Steamers
KWONG CHOW,
1,300 tons Captain J. P. MARTIN.
KWONG TUNG,
1,238 tons Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday ex-
cepted).

These new Steamers have excel-
lented accommodation for First Class
Passengers and are lit throughout by
Electricity.

Passage Fare—Single Journey—\$4.00.
Meals \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, February 18, 1904.

